BookletChart™

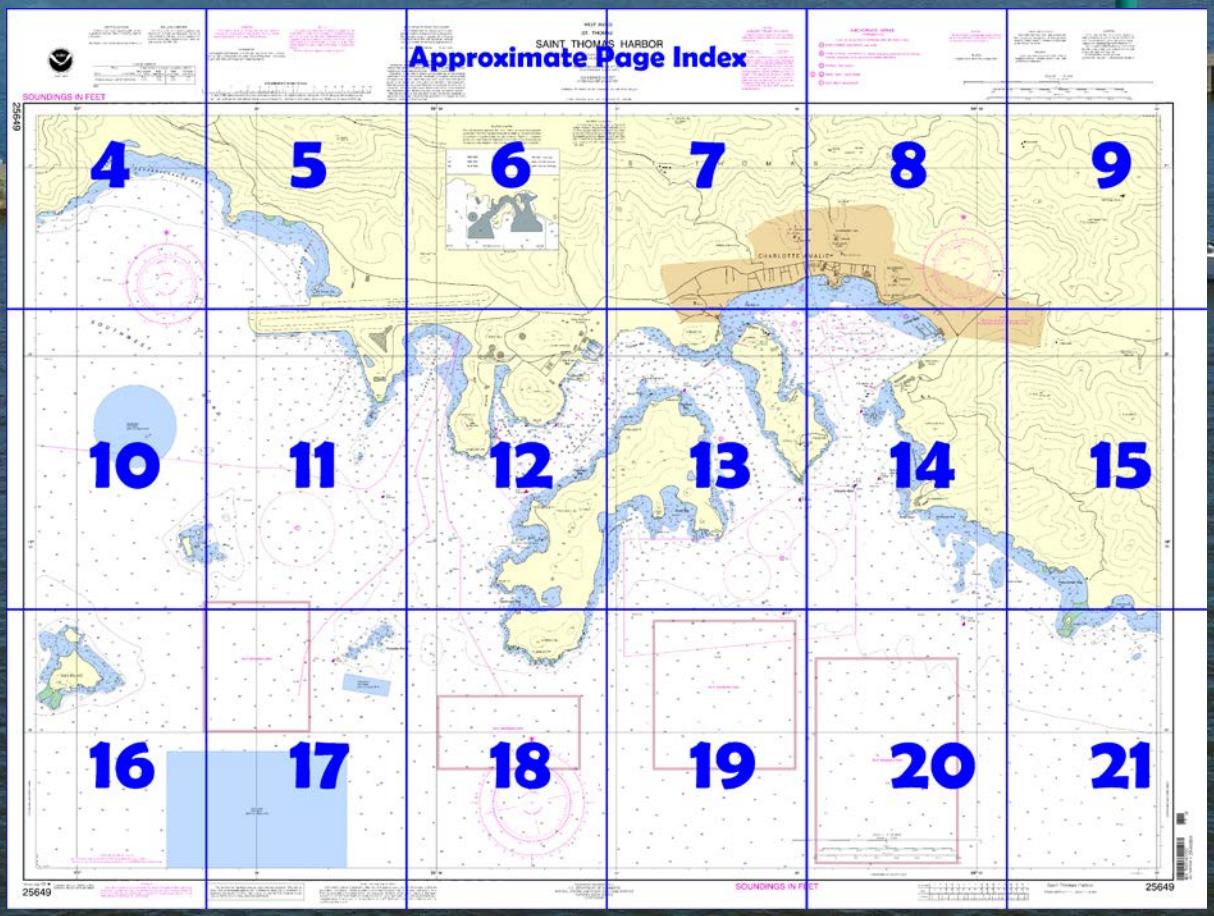
St. Thomas Harbor

NOAA Chart 25649

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

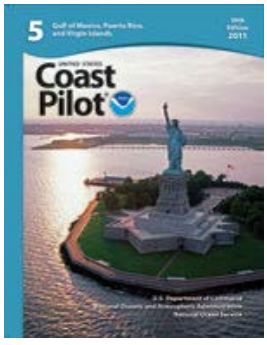
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25649.



(Selected Excerpts from Coast Pilot)

St. Thomas Harbor, in about the middle of the S coast of St. Thomas Island, is the only sheltered harbor in the Virgin Islands that can be entered by large vessels. Although the oval-shaped harbor is small and open to the S, it is well protected by the high hills surrounding the other sides and provides safe anchorage except during a hurricane.
Channels.–The entrance channel, W of Muhlenfels Point and close E of Scorpion Rock, leads close SW of West Indian Dock; depths in the channel are about 27 feet. The entrance channel is marked by a lighted range and buoys.

East Gregerie Channel has depths of 26 to 48 feet for the 350-yard center width. **Haulover Cut**, between Hassel Island and St. Thomas Island, has a least depth of 12 feet through the center of the narrow passage. At the SW entrance, a reef that uncovers extends about 80 yards into the cut from Hassel Island. Rocks, submerged and awash, border the N side of the channel. East Gregerie Channel is marked by lighted buoys.
West Gregerie Channel has depths of 26 to 60 feet for a 250-yard center width to the junction with East Gregerie Channel N of Water Island. The channel is marked by buoys and a light.
Ruyter Bay, a shoal bay on the NW side of Water Island, has a privately owned pier, about 100 feet long with a 30-foot length at the outer end.
Anchorages.–Krum Bay, NW of Water Island, has depths of 35 feet in the entrance, shoaling to 11 feet near the head.
Lindbergh Bay, close W of Krum Bay, has entrance depths of 30 feet, gradually decreasing to a fine sand beach and small pier.
Dangers.–Green Cay, 1 mile SE of Muhlenfels Point, is a small 24-foot islet covered with low underbrush. The islet is near the center of a coral reef that extends about 450 yards SW from shore. Another islet is 50 yards S of Green Cay.
Triangle is a group of dangerous rocks between Green Cay and Muhlenfels Point. The N and SW parts of the group are partly awash.
Barrel of Beef, 2 feet high, is the E foul area of the group. A detached coral rock covered 16 feet and marked by a lighted buoy is nearly 0.7 mile SSE of Muhlenfels Point.
Point Knoll, a coral head with several submerged rocks, extends 50 yards SW from Muhlenfels Point; a depth of 20 feet is about 90 yards SW of the coral head. **Rohde Bank,** 0.2 mile NW of Muhlenfels Point, has a least depth of 17 feet.
Scorpion Rock, in the entrance between Muhlenfels Point and Cowell Point, is a small coral rock with a least depth of 28 feet surrounded by depths of 32 to 38 feet. A lighted buoy marks the rock.
Rupert Rock, 0.5 mile N of Muhlenfels Point at the narrowest part of the entrance channel, is 12 feet high and white on top. A drying reef and foul ground with less than 6 feet over it extends 100 yards W from the rock. A lighted buoy and a daybeacon are W of the rock.
Foul ground with depths less than 6 feet surround Hassel Island and Water Island up to 300 yards from shore.
Porpoise Rocks, a mile W of the S end of Water Island, consists of three reefs with rocks bare or awash and depths of 2 to 17 feet. A buoy is on the SW side.
An unmarked fish haven is off the S side of Porpoise Rocks.
A rocky ledge extends 0.4 mile S of Red Point. A steep-to rock at the outer end has a least depth of 3 feet over it.
An airport runway extension is on the E side of **Brewers Bay** 0.6 mile NW of Red Point. The runway extends about 800 yards W from shore and is surrounded by a rock dike. Caution is advised in the area.
Sandy Point Rock, an elongated shoal extending 300 yards NW from the N end of Water Island, has a least depth of 3 feet and is marked by a light at the NW end.
Care should be taken when navigating in the main harbor of Charlotte Amalie, Haulover Cut, and East Gregerie and West Gregerie Channels, because of their use as seaplane operating areas. (See Coast Pilot for details.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

Corrected through NM Aug. 7/10
Corrected through LNM Aug. 3/10

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:10,000 at Lat. 18°19'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE C

The Coast Guard Mooring buoy, centered in Anchorage Area A-2, is not for public use.

For Symbols and Abbreviations see Chart No. 1

NOTE B

Berths located in Anchorage Areas A and B are for requirements of the naval service, but all classes of vessels may anchor.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.163" southward and 1.481" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The National Weather Service station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

St. Thomas, V.I. WXM-96 162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.738 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Charlotte Amalie	(18°20'N/64°55'W)	0.8	0.7	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Aug 2010)

ANCHORAGE AREAS

110.250 (see note A)

Limits and designations of anchorage areas are shown in color.

(A) INNER HARBOR ANCHORAGE. (see note B)

(B) OUTER HARBOR ANCHORAGE-for vessels undergoing examination by Quarantine, Customs, Immigration, and Coast Guard Authorities. (see note B)

(D) GENERAL ANCHORAGE.

(C) (E) SMALL CRAFT ANCHORAGE.

(F) DEEP DRAFT ANCHORAGE.

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NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

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(Aug 2010)

LOGARITHMIC

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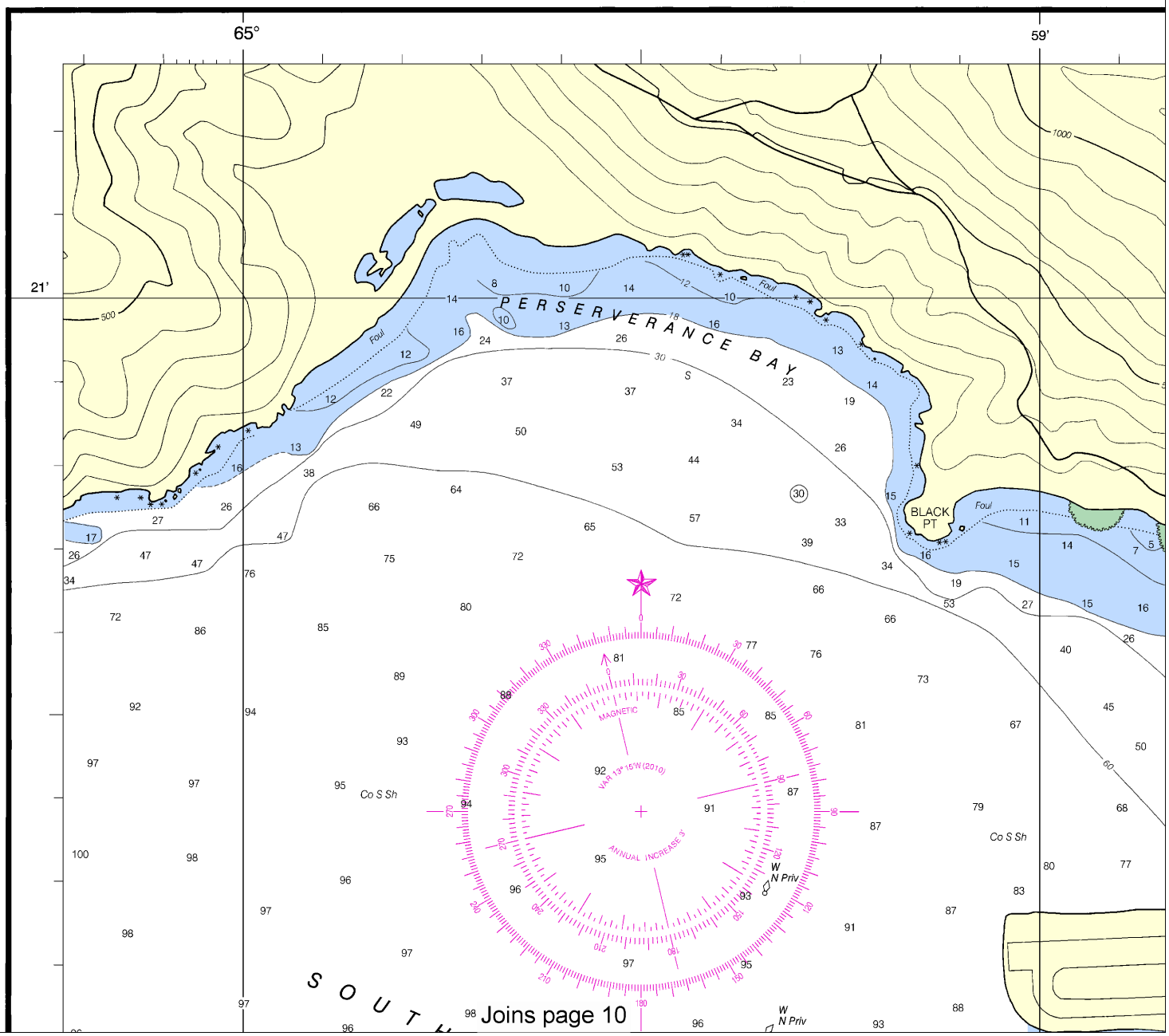
To find SPEED, place one point of dividers on distance run (in any ur
right point on 60 and left point will then indicate speed in units per hour.

SOUNDINGS IN FEET

25649



Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200

Note: Chart grid lines are aligned with true north.

NOTE A

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Refer to charted regulation section numbers.

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64° 58'

Crown House

1370 MICRO TOWER

1000

500

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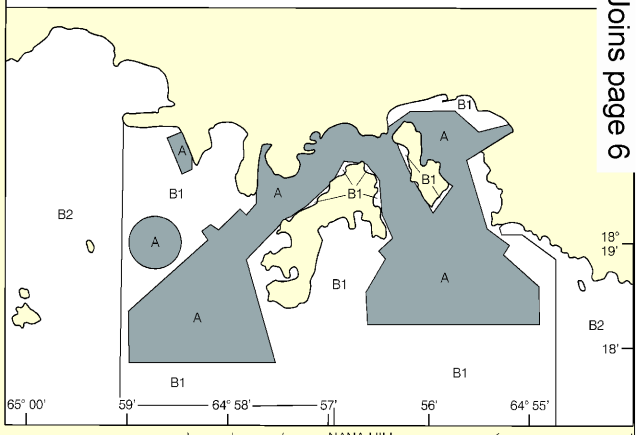
SOURCE			
A	1990-2010	NOS Surveys	full bottom coverage
B1	1990-1993	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage



Joins page 6

Brewers Bay

Range Cay

BROMMER HILL

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120

NANA HILL

347

362

216

Cyril E King Airport

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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North American Datum
(World Geodetic System

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Additional information can be obtained at

Formerly C&GS 933, 1st Ed., June 1917 V-

64° 58'

Crown House

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1000

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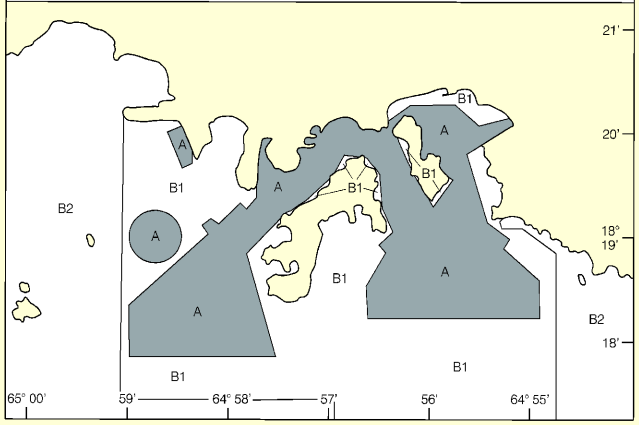

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Joins page 5

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Cyril E King Airport

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Joins page 12

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Nautical Miles
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Yards
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V-1917-177 KAPP 385

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Pipeline Area

Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

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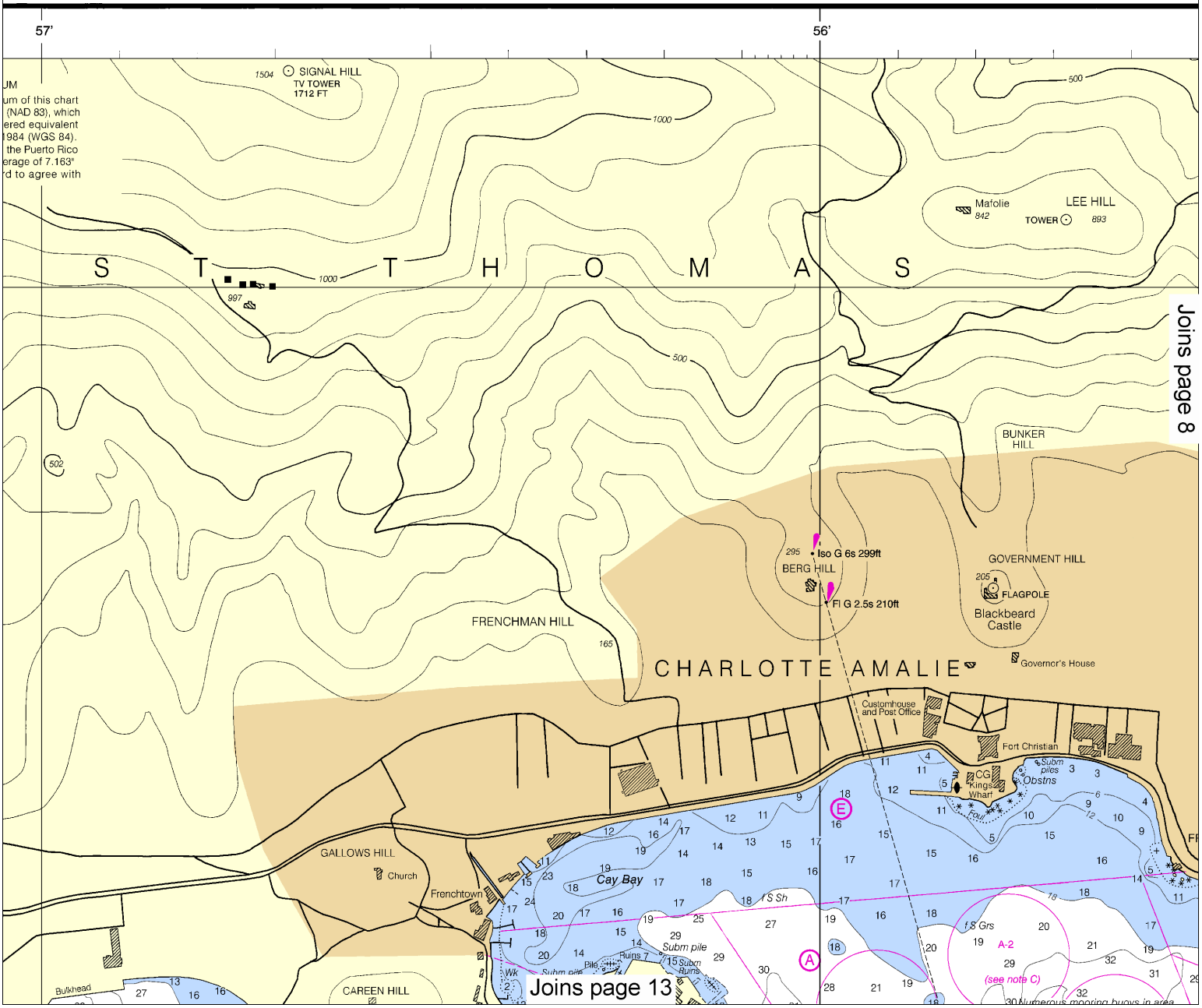

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
NGA Weekly Notice to Mariners: 4712 11/24/2012,
Canadian Coast Guard Notice to Mariners: n/a.

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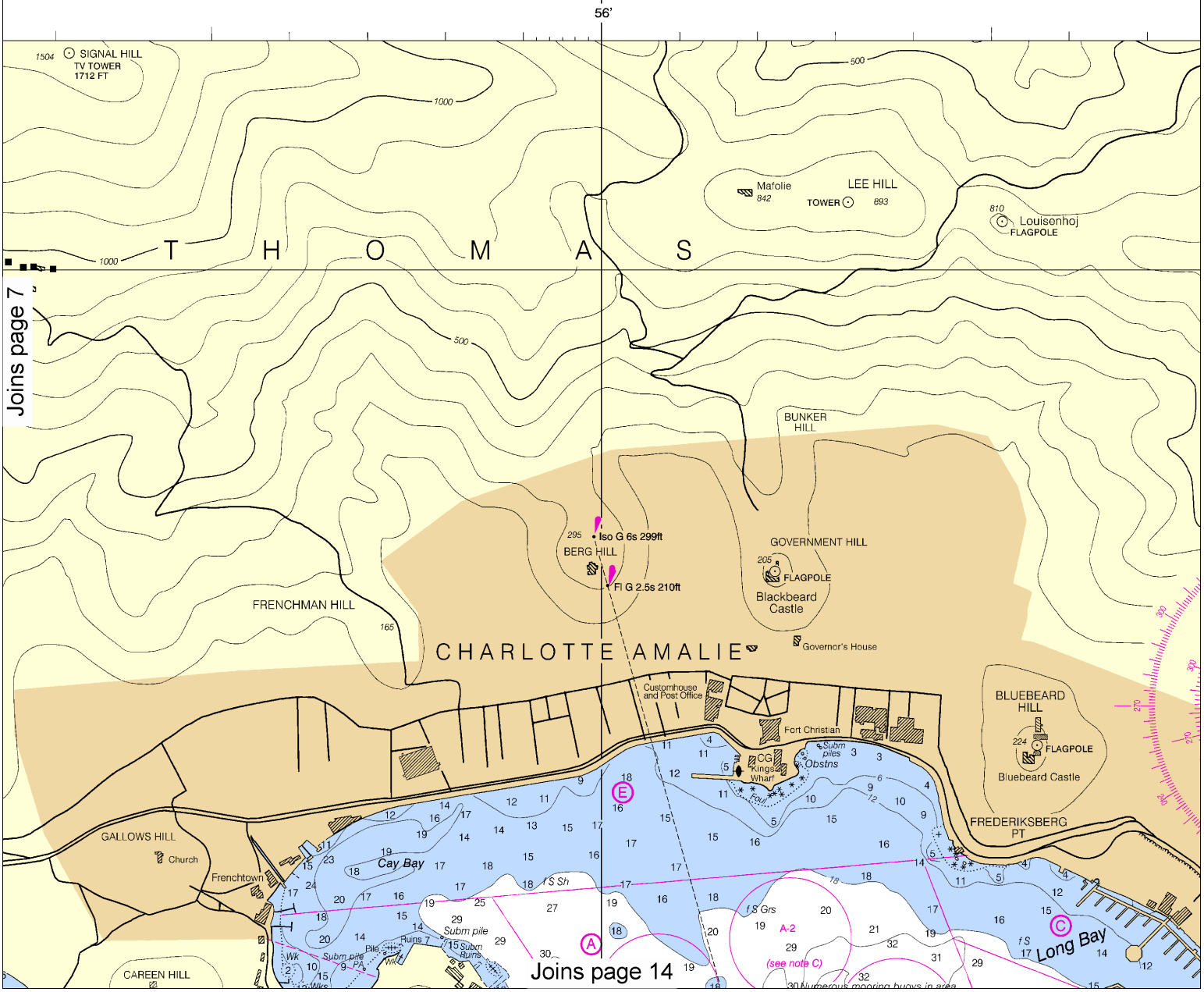

8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

NOTE B

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SCALE 1:10,000

Nautical Miles

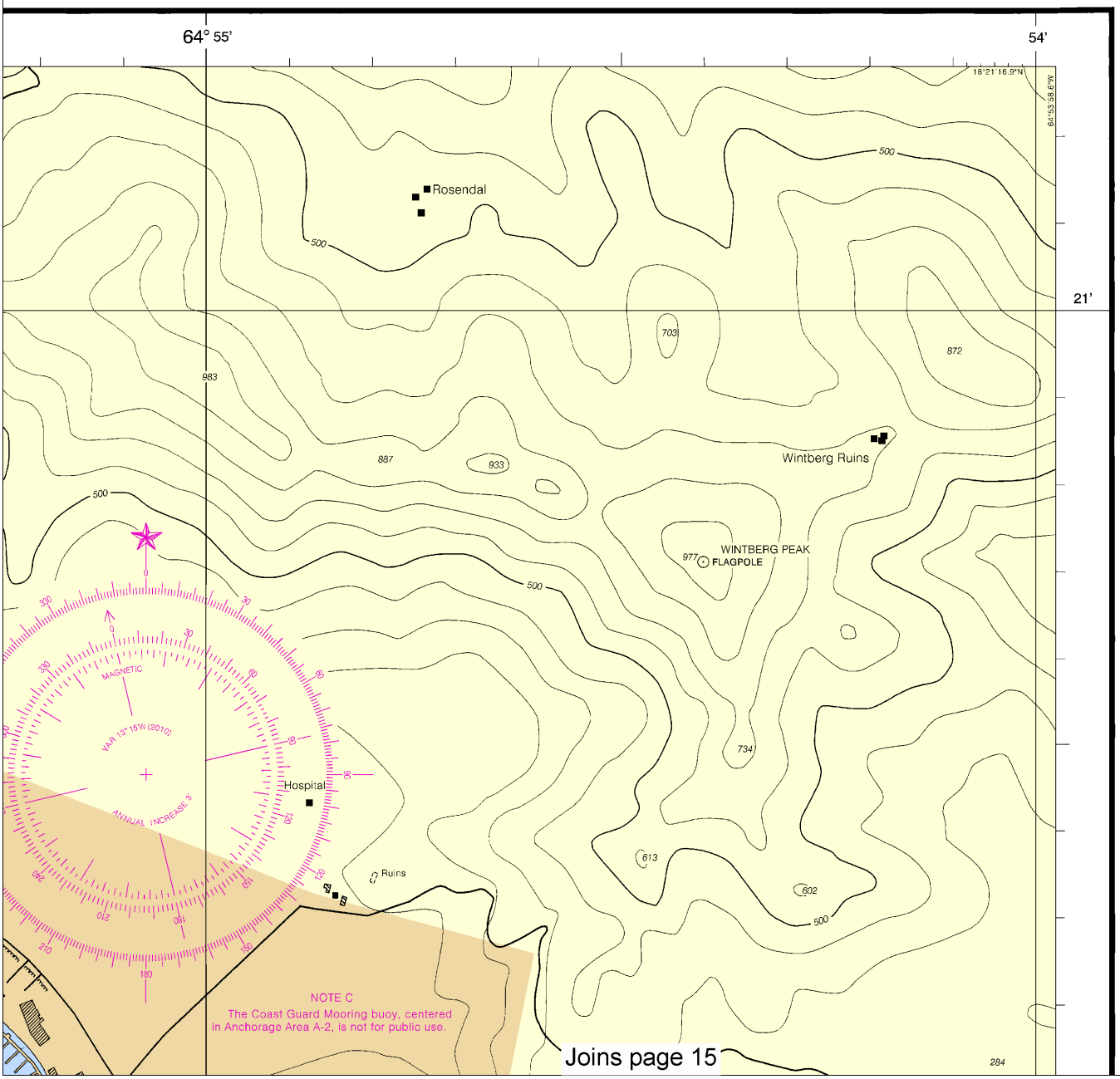
½ 0 ½

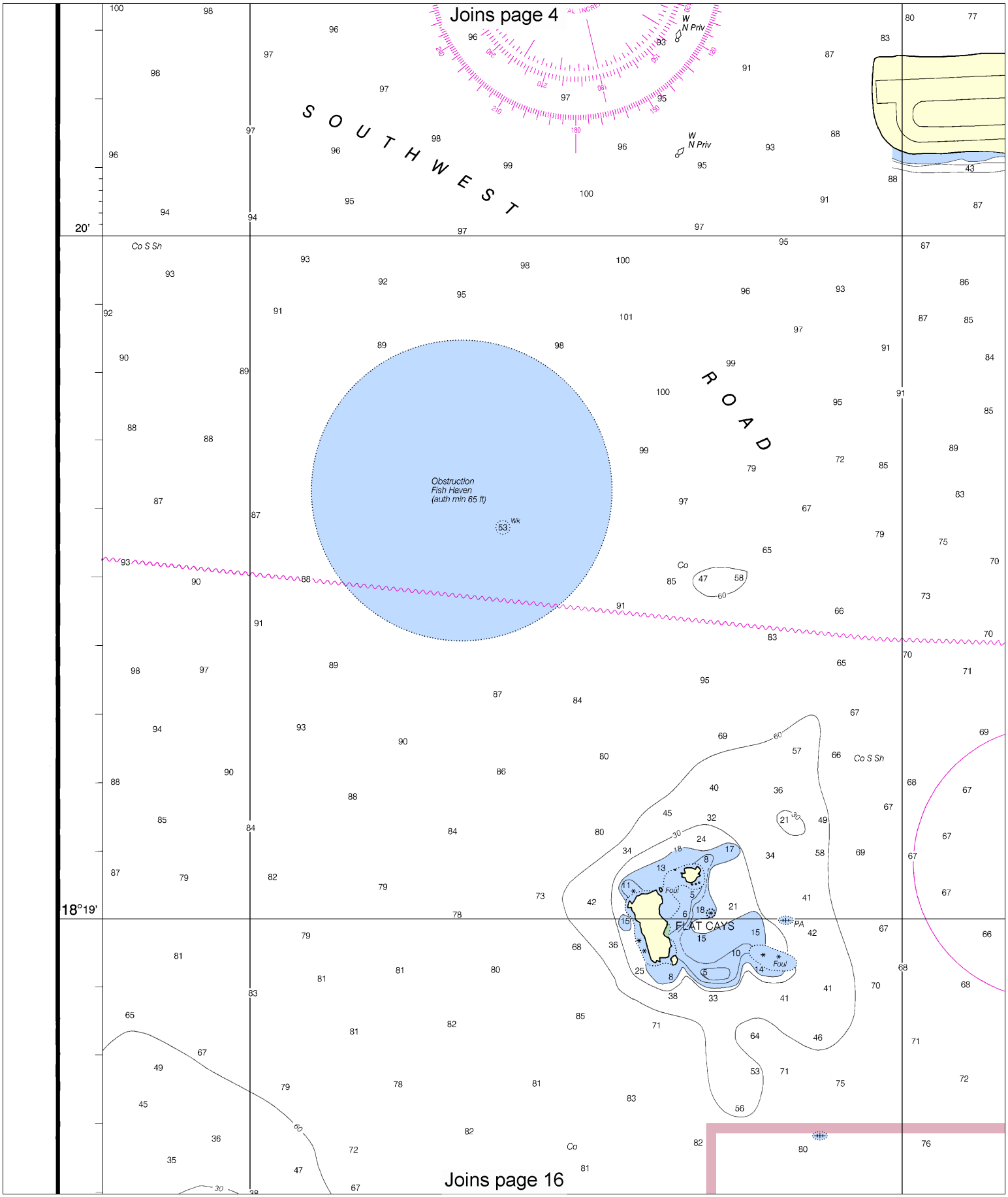
Yards

200 0 200 400 600 800 1000 1200

Meters

200 0 200 400 600 800 1000 1200





10

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Nautical Miles

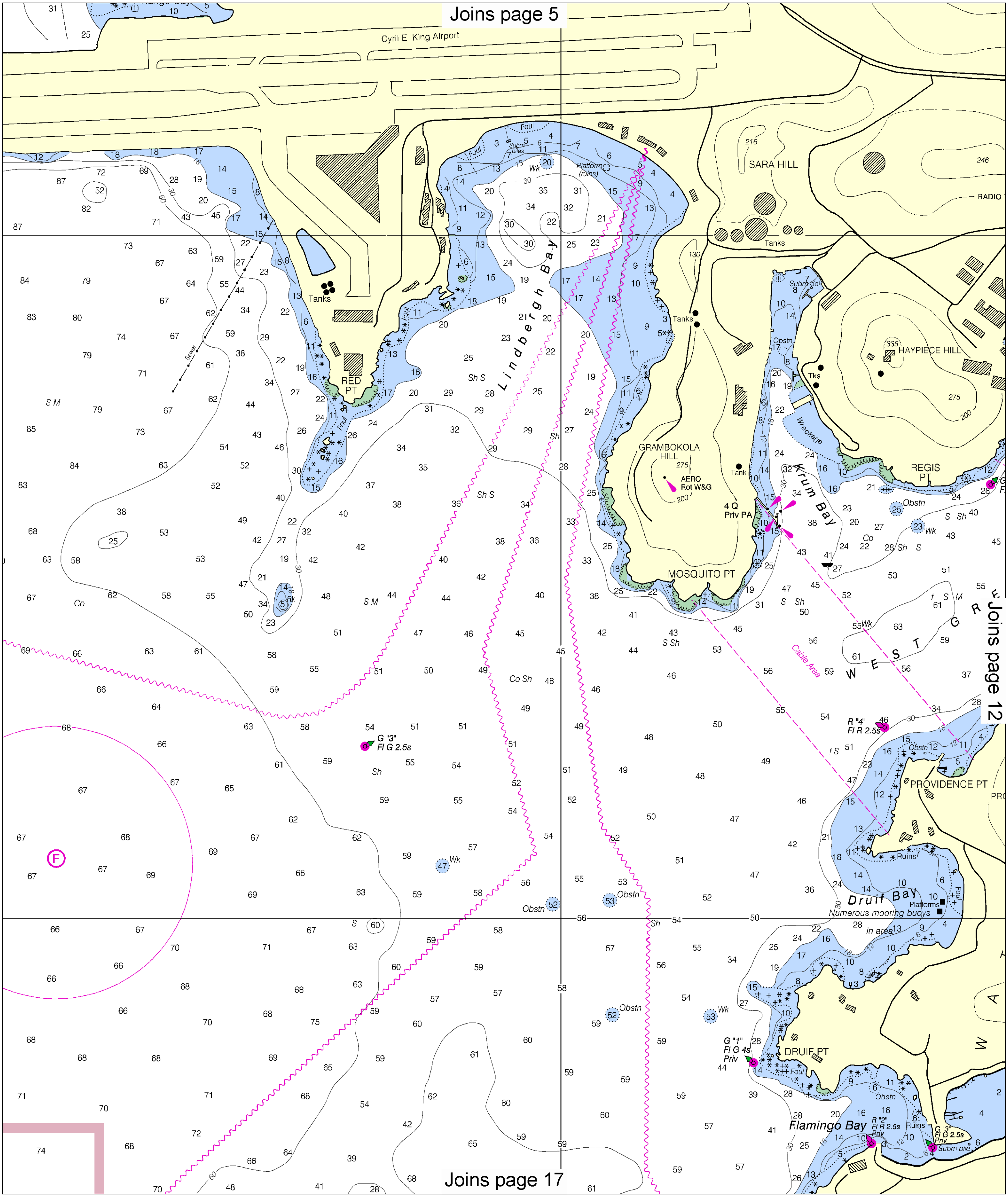
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

Joins page 5


Cyril E King Airport
SARA HILL
Tanks
RADIO
HAYPIECE HILL
Tks
REGIS PT
RED PT
Lindbergh Bay
Platform (ruins)
GRAMBOKOLA HILL
AERO Rot W&G
4 Q Priv PA
Krum Bay
MOSQUITO PT
Wreckage
Cable Area
WEST GREGERIE
G "3" Fl G 2.5s
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PROVIDENCE PT
Druif Bay
Numerous mooring buoys in area
Ruins
Platforms
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DRUIF PT
Flamingo Bay
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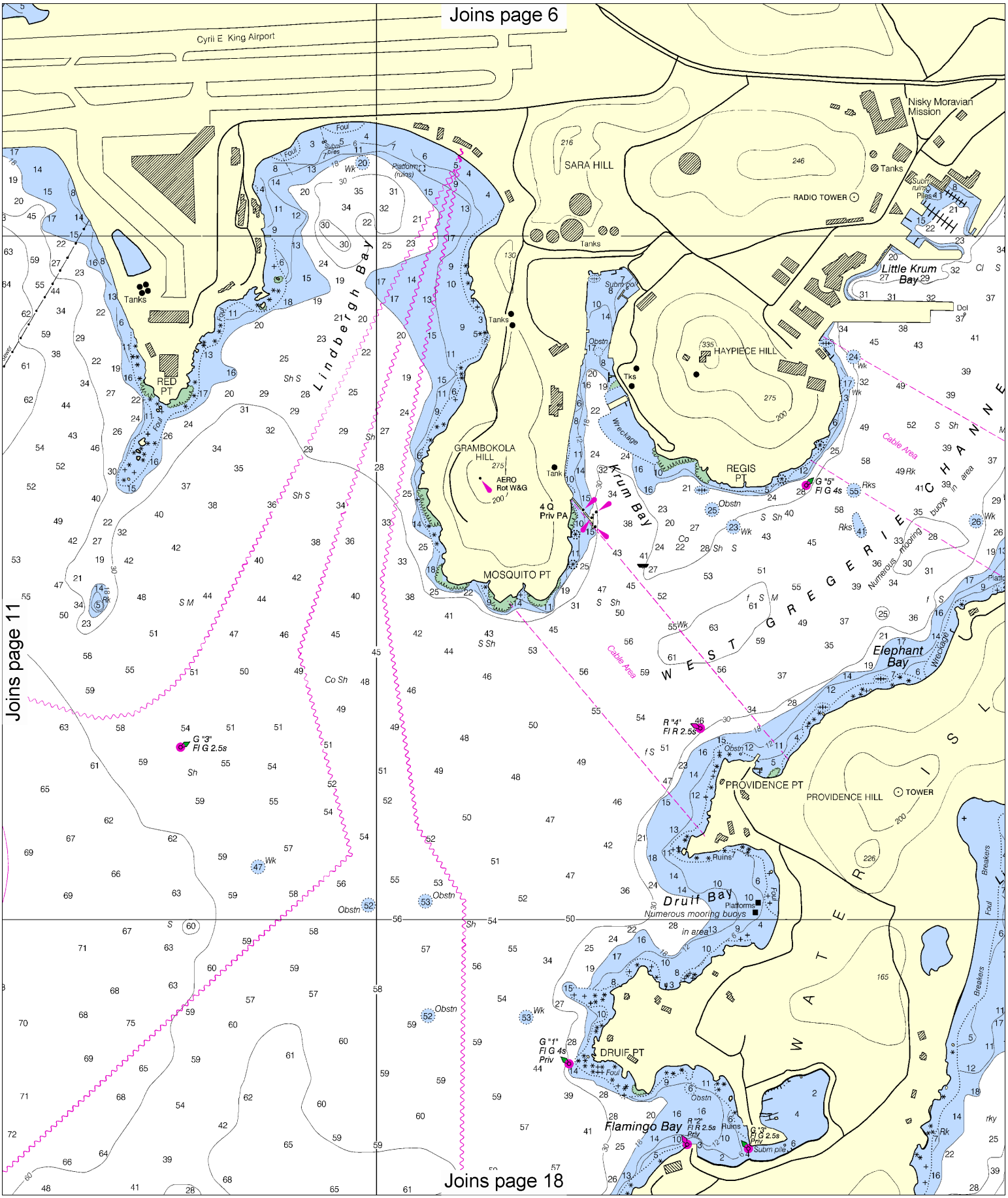
Foul
Sewer

Joins page 12

Joins page 17



12

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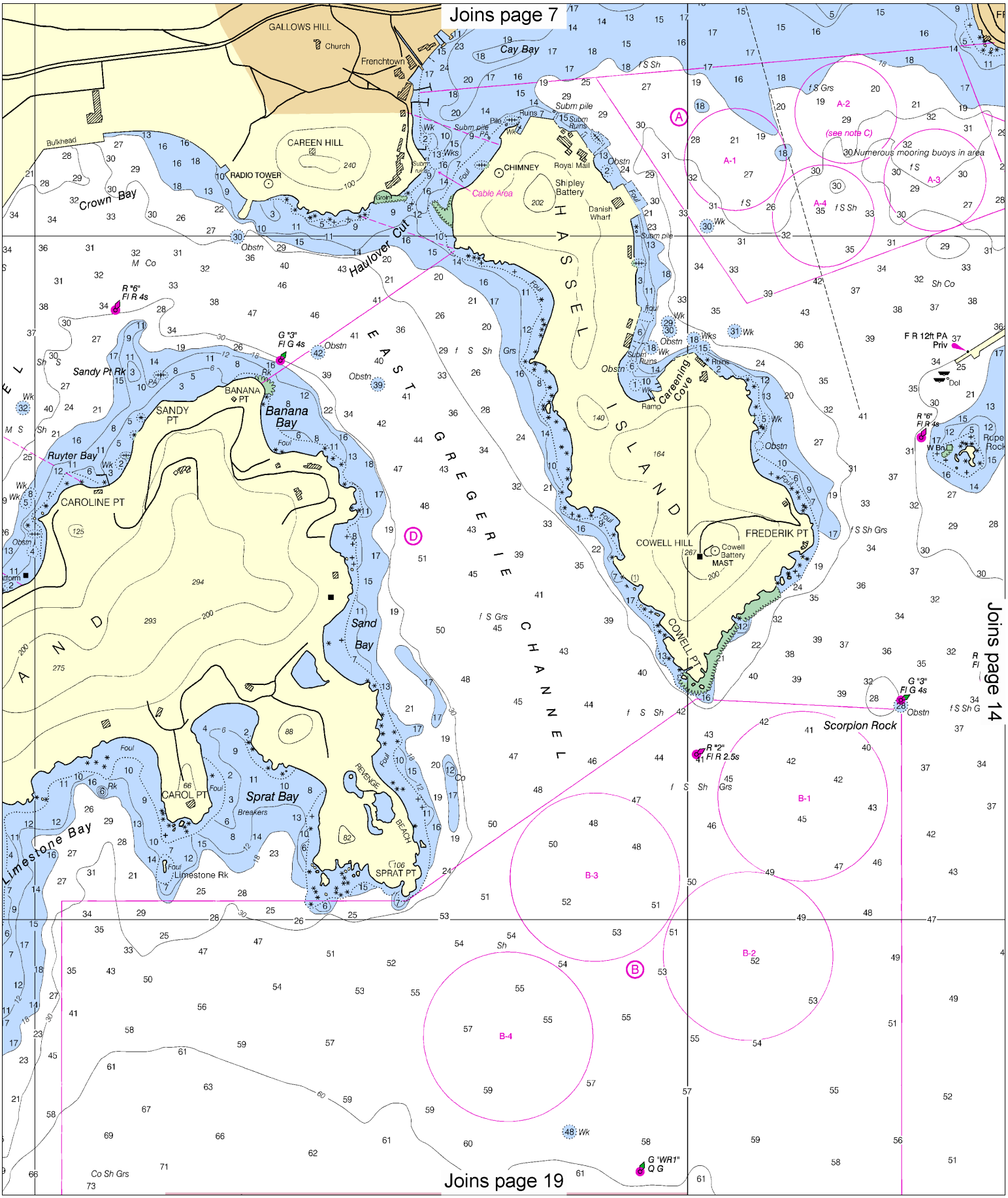
Nautical Miles

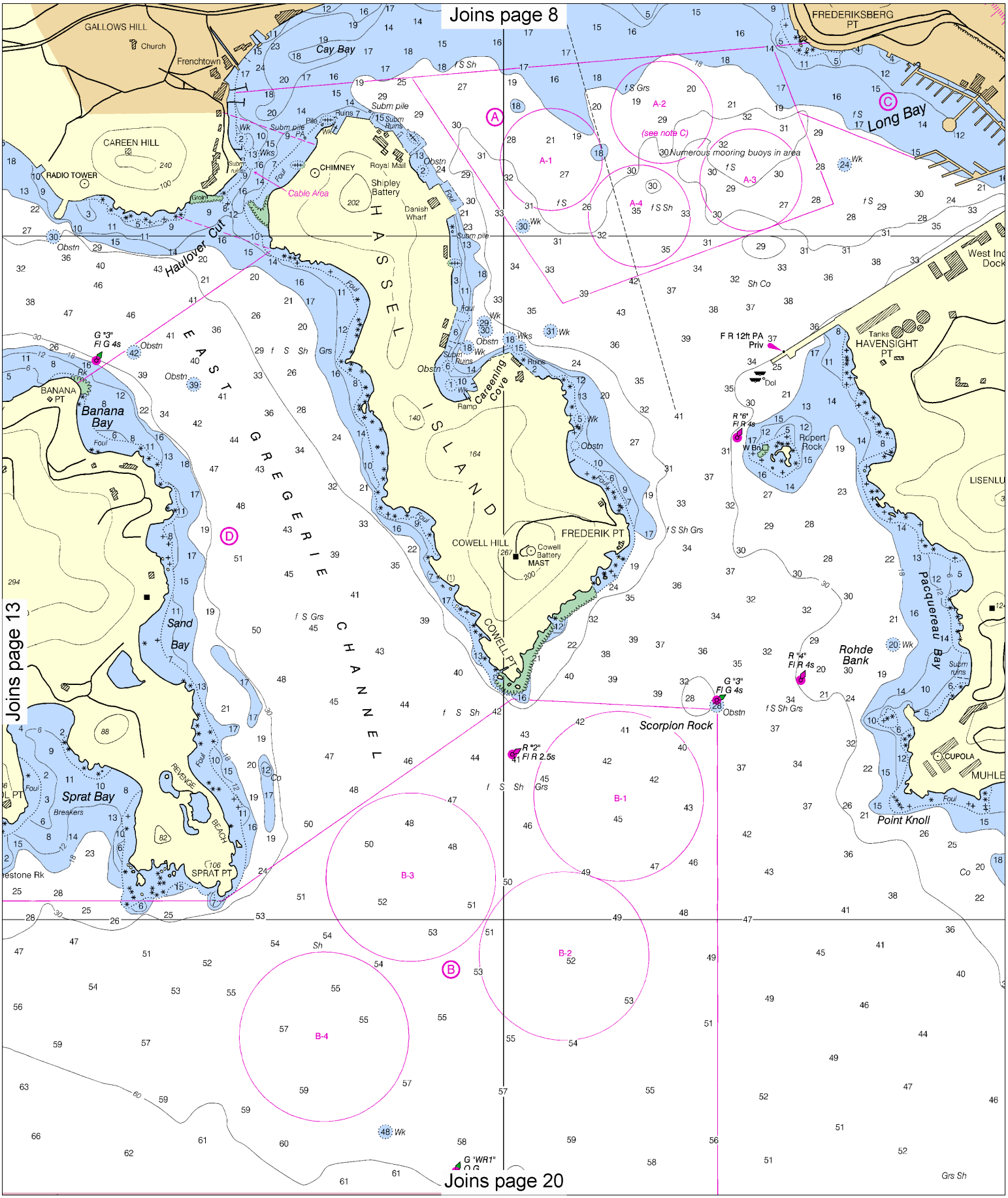
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.


Joins page 7
GALLOWS HILL
Church
Frenchtown
Cay Bay
CAREEN HILL
RADIO TOWER
Crown Bay
Bulkhead
Haulover Cut
CHIMNEY
Royal Mail
Shipley Battery
Danish Wharf
Cable Area
HASSEL ISLAND
Careening Cove
Ramp
Numerous mooring buoys in area
(see note C)
R "6" Fl R 4s
G "3" Fl G 4s
Sandy Pt Rk
BANANA PT
SANDY PT
Banana Bay
Ruyter Bay
CAROLINE PT
EAST GREGERIE CHANNEL
Sand Bay
Sprat Bay
CAROL PT
SPRAT PT
Limestone Bay
Limestone Rk
Breakers
REVENGE BEACH
COWELL HILL
FREDERIK PT
Cowell Battery
MAST
COWELL PT
Scorpion Rock
R "2" Fl R 2.5s
F R 12ft PA Priv
Dol
Rope Rock
W Bn
ANDS
A-1
A-2
A-3
A-4
B-1
B-2
B-3
B-4
Joins page 14
Joins page 19



14

Note: Chart grid lines are aligned with true north.

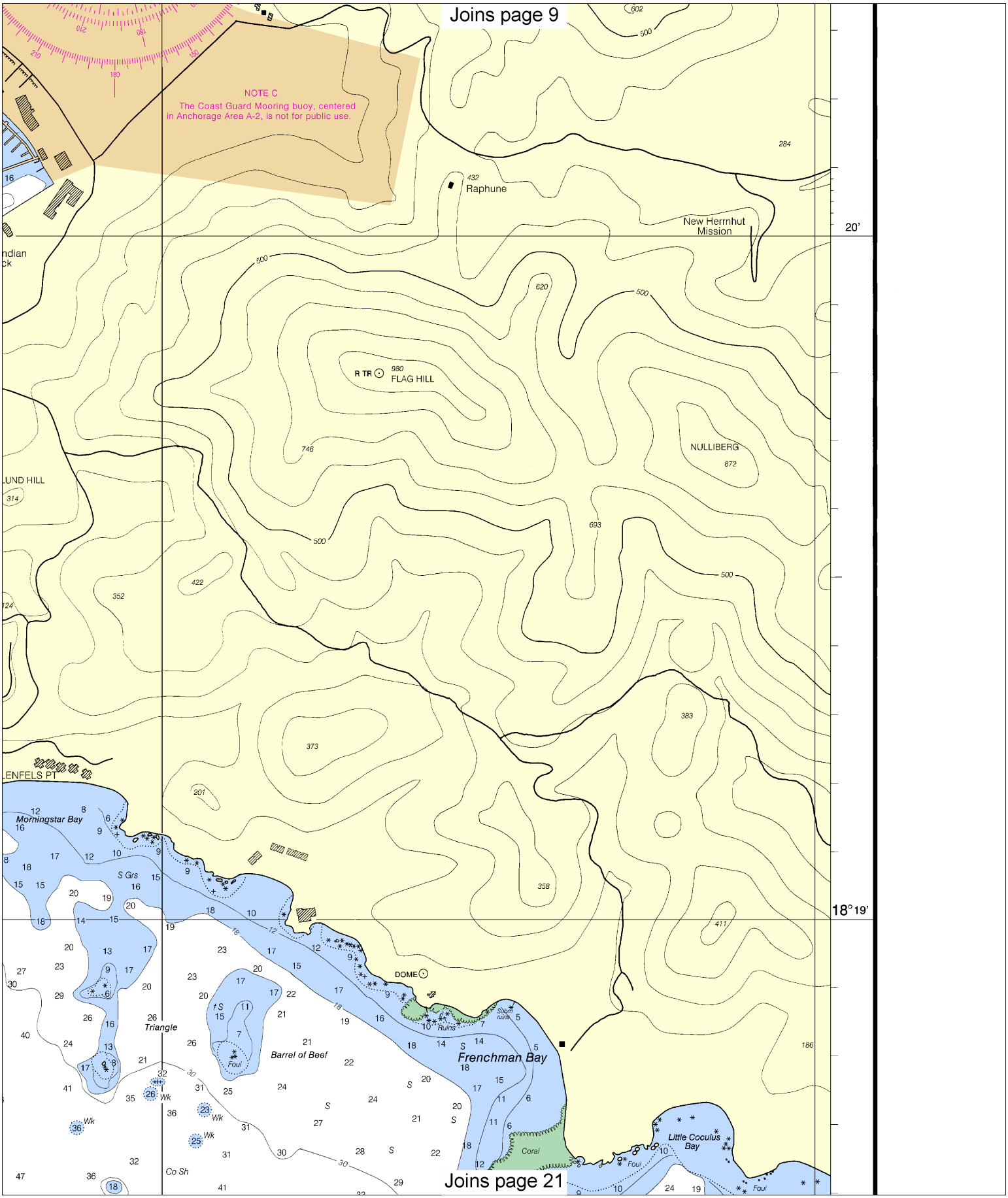
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

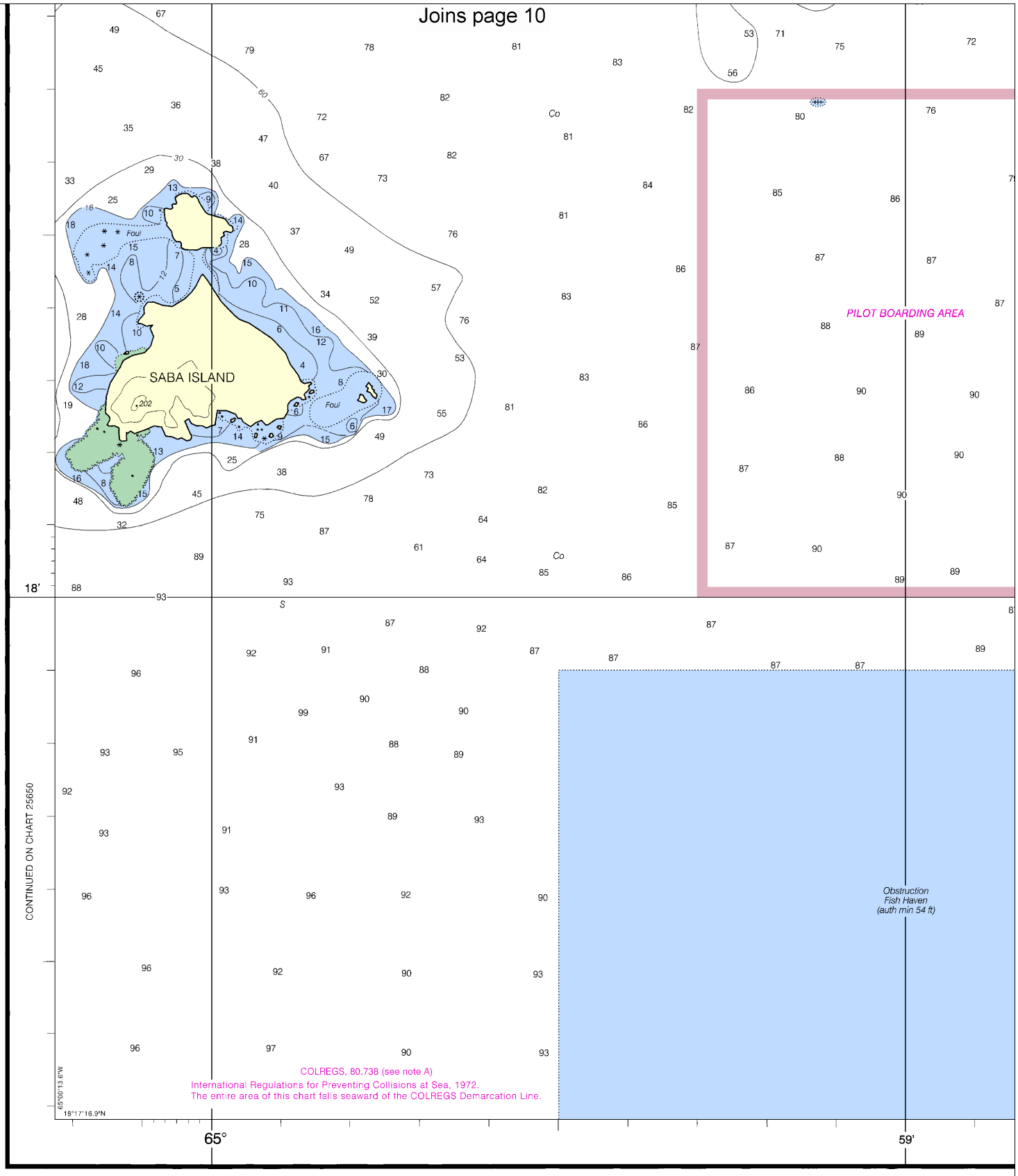
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 9
NOTE C
The Coast Guard Mooring buoy, centered in Anchorage Area A-2, is not for public use.
Raphune
New Herrnhut Mission
20'
R TR
FLAG HILL
NULLIBERG
Morningstar Bay
S Grs
Triangle
Barrel of Beef
Foul
DOME
Ruins
Frenchman Bay
Coral
Little Coculus Bay
Foul
Co Sh
18°19'
Joins page 21



20th Ed., Aug. /10 ■

Corrected through NM Aug. 7/10
Corrected through LNM Aug. 3/10

25649

CAUTION

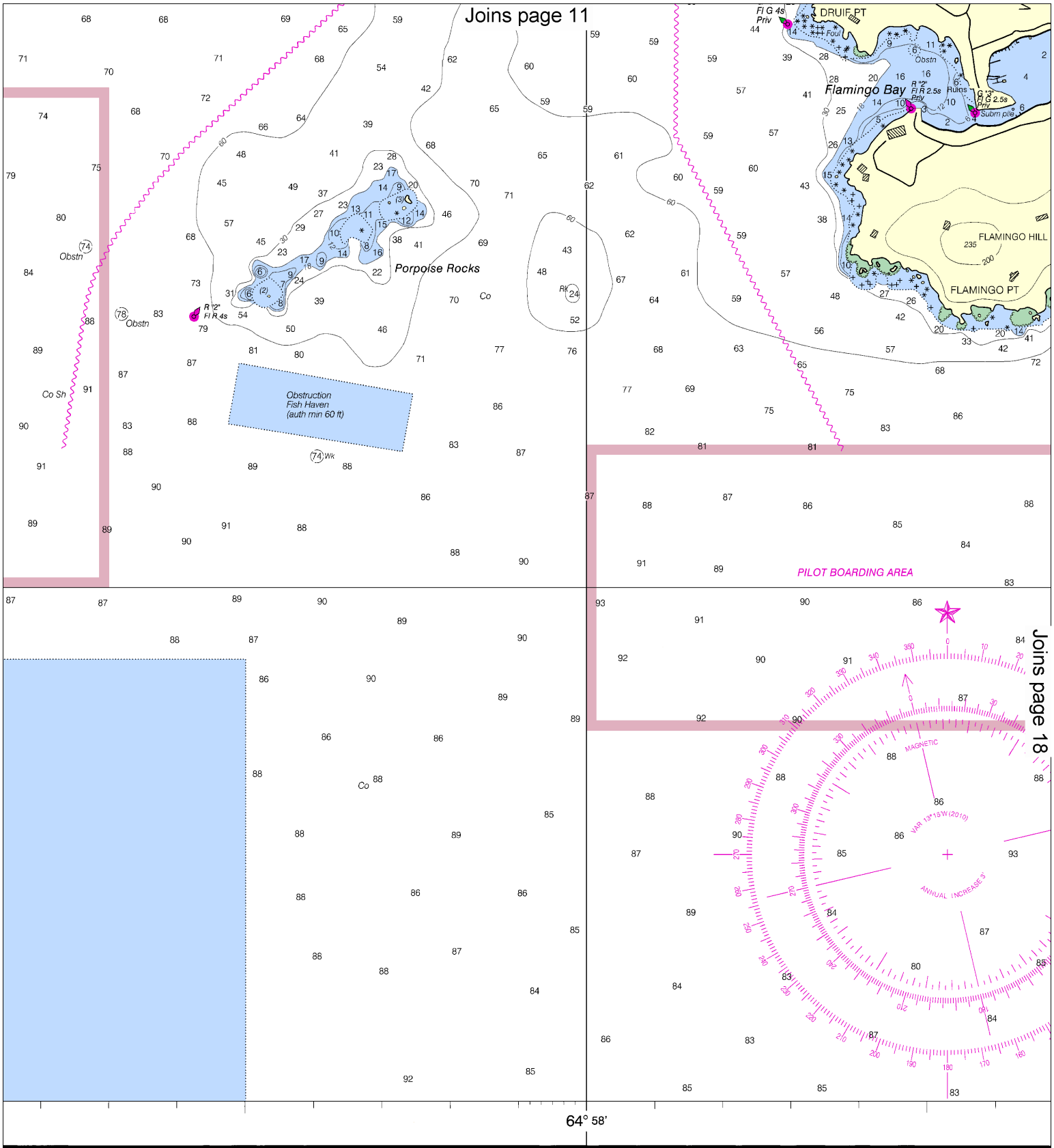
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation
Ocean Service encourages users to submit corrections, additions, or
improving this chart to the Chief, Marine Chart Division (N/CS2), N
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200



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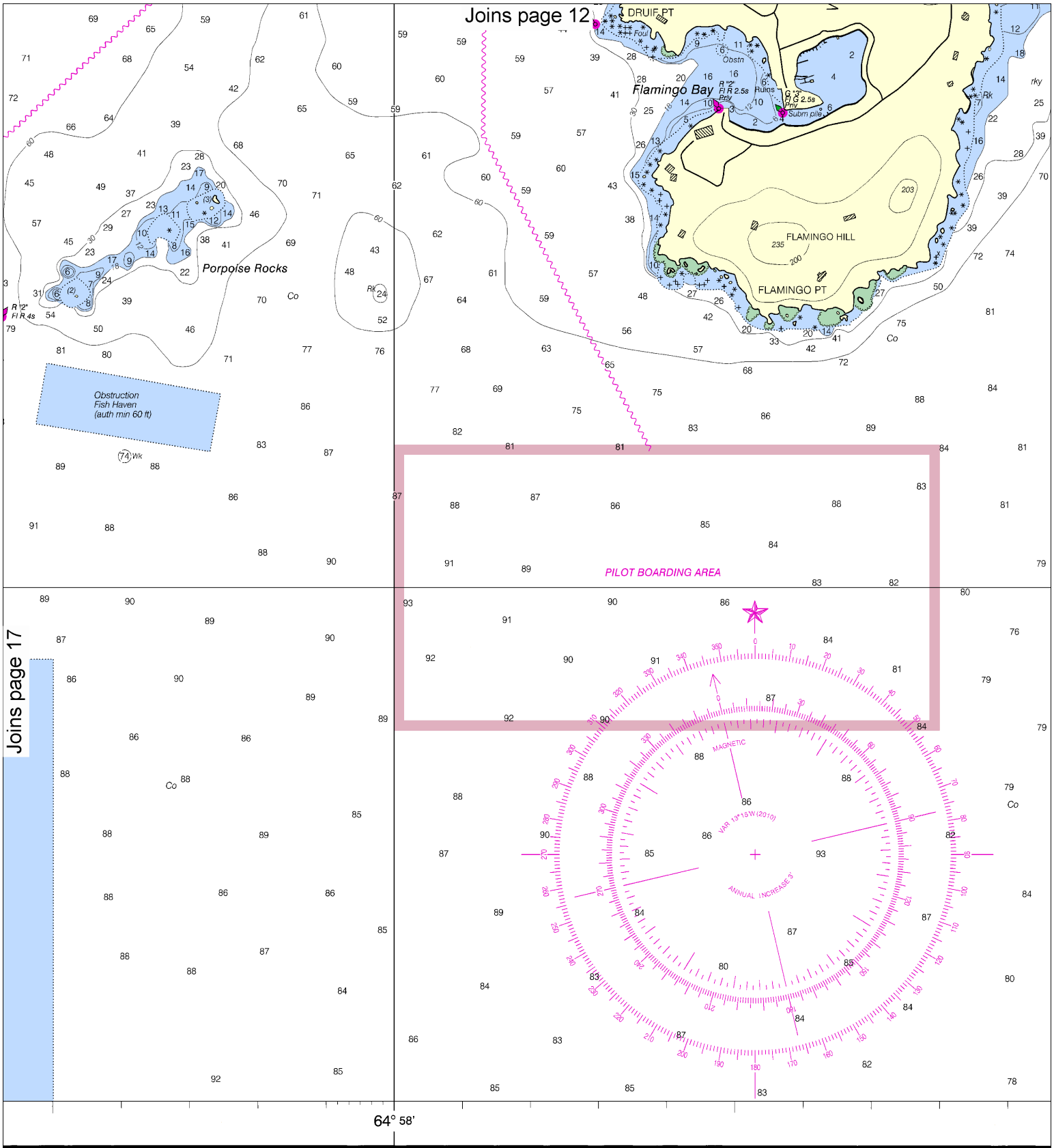
or comments for
National Ocean



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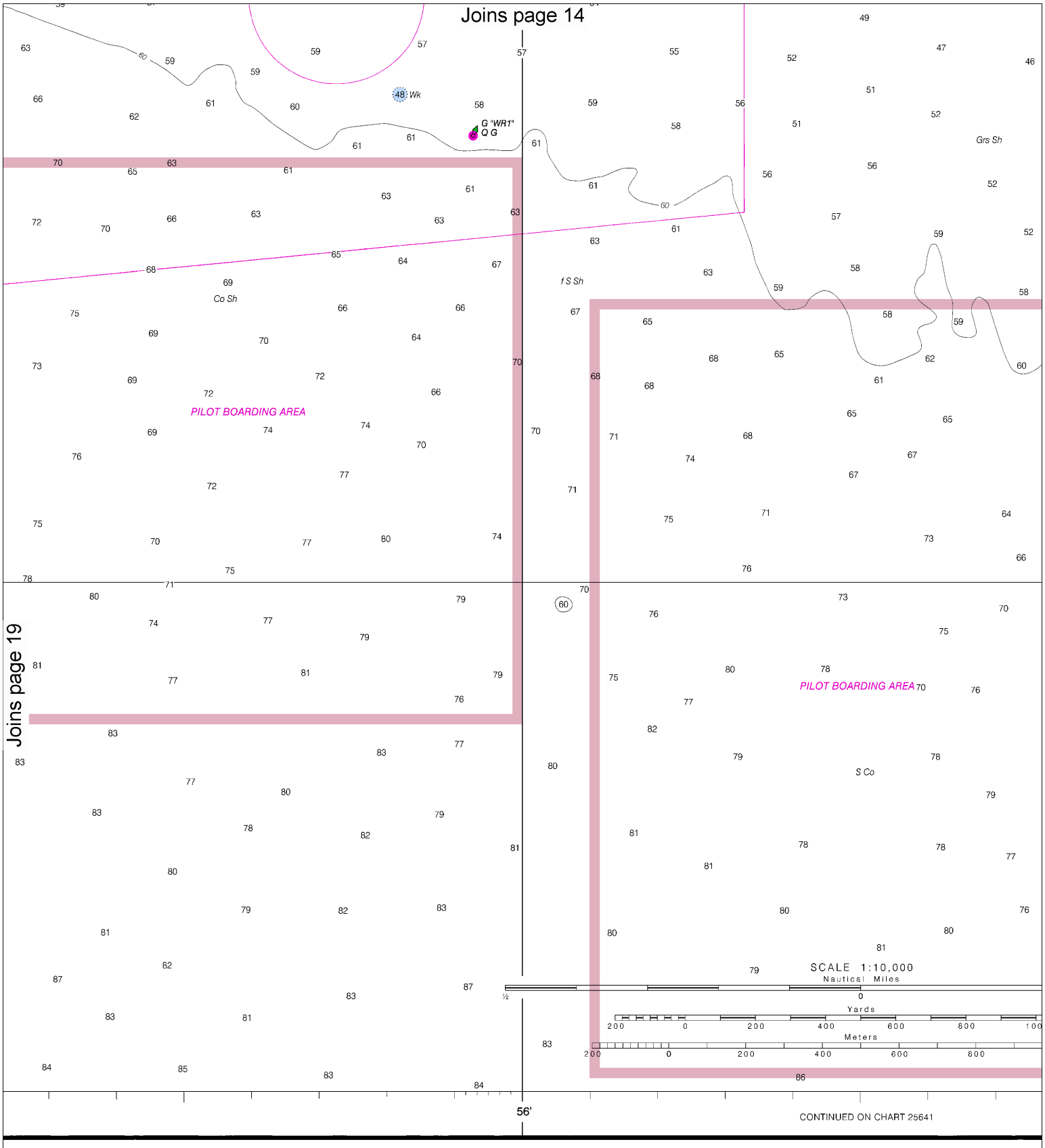
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

D.C.
MMERCE
C ADMINISTRATION
/ICE

SOUNDINGS IN FEET



Note: Chart grid lines are aligned with true north.

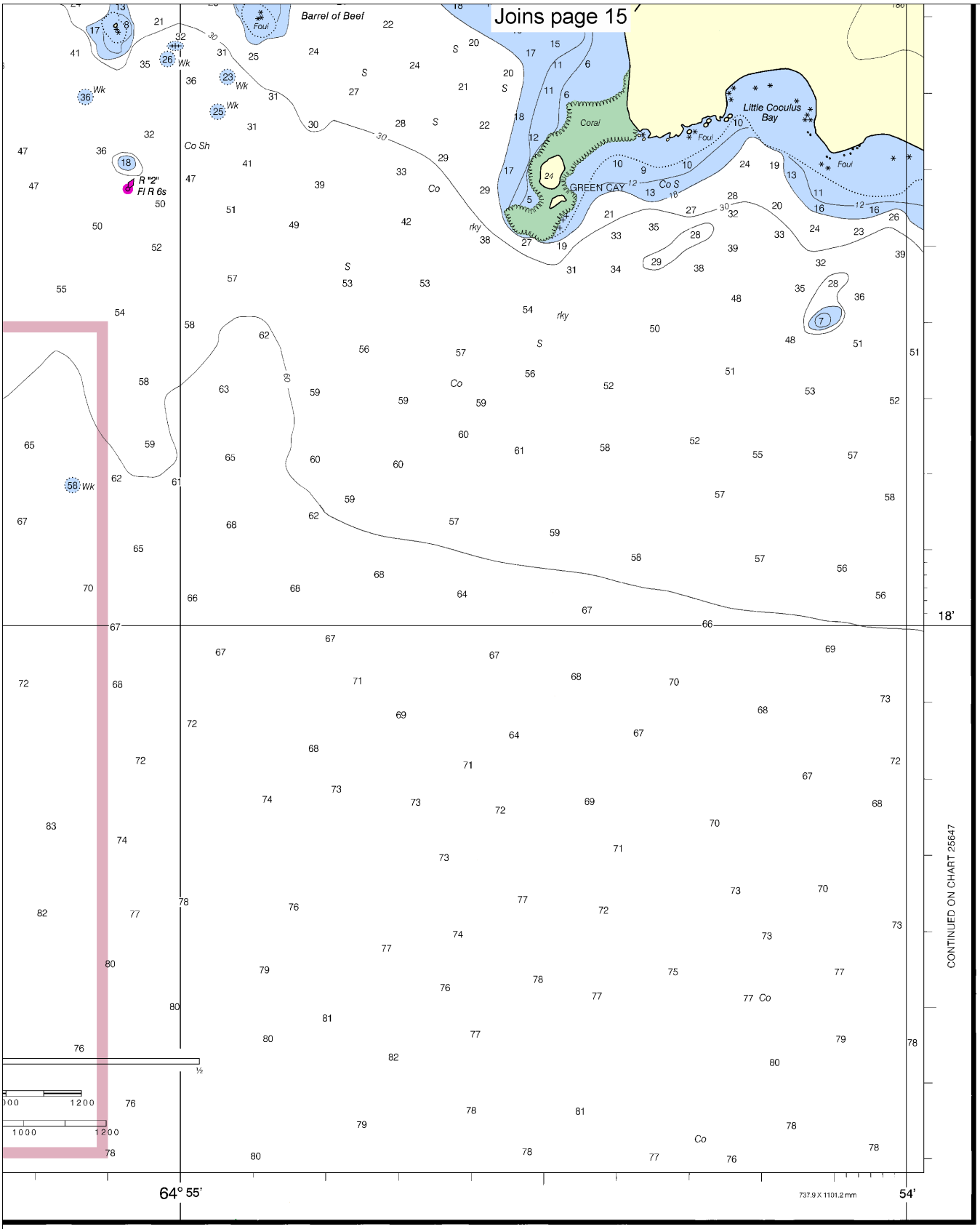
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200



Saint Thomas Harbor

SOUNDINGS IN FEET - SCALE 1:10,000

25649

ED NO. 20

NSN 7642014012032 NGA REFERENCE NO. 25AHA25649

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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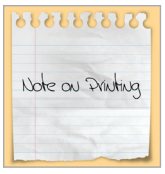

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NOAA's Office of Coast Survey The Nation's Chartmaker